

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT

THURSDAY, FEBRUARY 28, 2013

Present: Sgt. Jay Babcock, Police Department; Patrick Baxter, Transportation Engineer;
Ald. Ciccone; Jerome Grafe, Citizen Representative and David Koses, Transportation Planner
Also present: Ald. Fischman, Harney, Hess-Mahan, Rice, Sangiolo and Swiston
City Staff: James Freas, Planning Department and Captain Marc Gromada, Police Department

Mr. Baxter provided a PowerPoint presentation on these items, attached to this report.

TC1-13 ALD. FISCHMAN & DAVID KOSES requesting review and addition of stop signs and pavement markings at the intersection of Dudley Road, Baldpate Hill Road and Brookline Street. (Ward 8) [01/02/13 @ 9:27 AM]

ACTION: **APPROVE 5-0. Add two stop signs: (1) Baldpate Hill at Brookline; (2) Baldpate Hill at Dudley, on the traffic island.**
This item may be appealed through the close of business March 20, 2013.

NOTE: Mr. Koses said that this item was previously discussed in Traffic Council under item TC8-11 on November 17, 2011. At that time, residents did not support previous recommendations of eliminating the first stop sign at Dudley Road and the installation of two additional stop signs on the cut-through section. There was discussion of changes to stop sign configuration; however, no action was taken. The recent review of Traffic and Parking Regulations (TPR) indicated that two of the three existing stop signs are not documented. The first stop sign on Dudley Road was removed by the City because it was not legal or necessary. This item was docketed to ensure proper changes would be made in the TPR.

Mr. Baxter provided Council members with the site history, previous configuration and his recommendations for Dudley Road and Baldpate Hill Road as follows:

Dudley Road:

First stop sign recently removed to be consistent with driver expectation and eliminates double stopping. Mr. Baxter recommends taking no action and to maintain one stop sign on Dudley Road.

Baldpate Hill Road:

Requires a stop sign at Brookline Street to maintain safe intersection operations and to be consistent with driver expectancy of stop control on a minor street. Mr. Baxter recommends making the existing stop sign permanent.

Ald. Fischman said that double stop signs on a road are confusing. People have the tendency to ignore the first stop sign and roll through because sight distance is difficult. He then suggested additional road painting at the intersection of Baldpate Hill and Dudley Roads allowing drivers to pull further out allowing better visibility and to alert drivers.

Mr. Koses opened the discussion for public comment. Rick Lipof said that the intersection is dangerous because drivers have the tendency to roll through the first stop sign. Drivers exiting Baldpate Hill Road must yield when making a left-turn to Dudley Road. He then suggested striping the road or perhaps adding a yield sign or signage improvements to notify drivers' that stop signs are ahead. He agreed with Mr. Baxter's recommendations.

Without further discussion, Mr. Koses made the above motion to add two stop signs: (1) Baldpate Hill at Brookline; (2) Baldpate Hill at Dudley, on the traffic island. Council members agreed 5-0. Mr. Koses said that this item may be appealed through the close of business March 20, 2013.

TC22-12 GERALD COHEN, 26 Larchmont Avenue, requesting a 2-hour parking restriction 8am to 10 am weekdays on Larchmont Avenue to deter commuter parking. (Ward 5) [06/01/12 @ 4:37 PM]
HELD (3-0, Grafe not voting) on 11/15/12, for a 60-day trial to add the following parking restriction: No Parking, 9AM to 11AM, odd side (inside), Larchmont Avenue; No Parking, 2PM to 4PM, even side (outside), Larchmont Avenue. DPW to install a parking restriction up to 50 feet from intersections with Chestnut Street.

ACTION: APPROVE 5-0. No Parking, 9:00 AM to 11:00 AM, odd side (inside), Larchmont Avenue; No Parking, 2:00 PM to 4:00 PM, even side (outside), Larchmont Avenue.
This item may be appealed through the close of business March 20, 2013.

NOTE: Mr. Baxter provided Council members with background information, photos, the various parking restrictions and trial results. He said that this item was docketed as a concern from residents regarding commuter parking for Waban Station. The MBTA parking lot on Wyman Street charges a \$6.00 per day fee, 100% being utilized. Prior to the trial, he observed approximately 9-13 cars parked on the north end of Larchmont Avenue (other areas of Larchmont Avenue typically not occupied). Vehicles mostly parked on the eastern end of Larchmont Avenue, both sides. Mr. Baxter then said that the trial has proved to be successful. Residents have indicated that commuter parking has ceased completely and observations indicate only scattered parking, likely short-term resident parking only.

Mr. Koses summarized the six-emails received supporting making the trial permanent, on file. One email suggested reducing the signage if the trial becomes permanent to every other pole. Mr. Koses then opened the discussion to members of the public who were present. A resident spoke in favor of the trial and requests that it become permanent.

Without further discussion, Ald. Ciccone made the motion to approve making the trial permanent. Council members agreed 5-0. Mr. Koses said that this item may be appealed through the close of business March 20, 2013.

TC33-12 JAKE ROSENTHAL, 15 Harrison Street, requesting "Resident Parking Only" on Harrison Street. (Ward 5) [08/07/12 @ 9:32 AM]

ACTION: **APPROVE AS AMENDED 5-0. Extend the existing two-hour parking zone on the north side of Harrison Street easterly, so to include #15 Harrison Street.**

This item may be appealed through the close of business March 20, 2013.

NOTE: The petitioner did not attend tonight's discussion. Mark Rosenthal attended.

Mr. Baxter provided Council members with background information and the various parking restrictions. Harrison Street is 23' wide. He said that the MBTA parking lot charges a \$6.00 per day fee, 100% being utilized. During recent field observations, it did not appear that commuters were parking on Harrison Street, perhaps due to observations taken while snow banks were large narrowing the effective width of the road. He observed one vehicle parked. Recent additional comments from residents indicate that they would like to extend the existing 2-hour parking zone down past house #15.

Mr. Koses summarized an email from the neighborhood requesting and supporting the docket be amended to extend the existing 2-hour parking zone on the north side of Harrison Street easterly, so to include #15 Harrison Street. Three emails and a signed petition were received supporting this amendment, on file.

Mr. Koses then opened the discussion to members of the public who were present. Ald. Rice commended the residents for gathering to discuss this item agreeing and suggesting an alternative solution. He then requested that Traffic Council approve this item as suggested. Approximately six residents spoke in favor. They agreed and said that they are hopeful that Traffic Council will approve the item as amended because they feel it will alleviate the parking issues.

Without further discussion, Mr. Koses made the motion to approve as amended to extend the existing two-hour parking zone on the north side of Harrison Street easterly, so to include #15 Harrison Street. Council members agreed 5-0. Mr. Koses said that this item may be appealed through the close of business March 20, 2013.

TC40-12 ALD. SALVUCCI, on behalf of Joanne Langione Dance Center, 35 Border Street, requesting “No Parking” signs limited to after school hours (2pm – 6pm), Monday through Friday to facilitate safe drop offs/pickups of students. (Ward 3) [10/03/12 @ 11:37 AM]

ACTION: (1) **APPROVE 5-0. Eliminate the “no parking” restriction on Border Street, south side, from 250 feet east of Harvey Place to Elm Street. This represents no change to the existing signage.**

This may be appealed through the close of business March 20, 2013.

(2) **APPROVE 5-0. Create a no parking zone on Border Street, south side, from Harvey Place to a point 250 feet east of Harvey Place. This represents no change to the existing signage.**

This may be appealed through the close of business March 20, 2013.

(3) **HELD 5-0. Held for 60-day trial, Live Parking, Border Street, north side, in front of 35 Border Street, between 2:00 PM and 6:00 PM, Monday – Friday.**

NOTE: Ms. Langione said that she docketed this item hoping to provide student safety. She is requesting no parking limited to after school hours (2pm-6pm), Monday through Friday to facilitate safe drop offs/pickups of young students. It is especially difficult during these hours because of the local establishments opening for business and it appears commuters are parking up Border Street. Parents have difficulty parking and double-park in order to drop off/pickup on the safe side of the street. Ms. Langione stated that she does not want to negatively impact others or their businesses. She said that if this item were approved she would have people monitor the area and the parking issues rather than businesses having to sacrifice. Ms. Langione then asked why she cannot be granted a Loading Zone to facilitate safe drop offs/pickups when nearby businesses were granted them.

Ms. Langione provided Council members with a map proposing parking changes on Border Street, sample of proposed signage, photos, eight signed petitions and an email, all on file.

Mr. Baxter provided Council members with background information, various parking restrictions and site photos. Border Street is 32’ wide accommodating two travel lanes. Mr. Baxter said that the Langione Dance Center generates a large number of drop offs/pickups of very young children. Commuters, employees and patrons of adjacent businesses heavily utilize parking on Border Street. The adjacent businesses have designated thirty-minute loading zones.

Mr. Baxter then said that the existing parking restrictions posted on Border Street are inconsistent in the Traffic and Parking Regulations (TPR). No parking posted on the south side of roadway for 250’ along the curve, east of Harvey Place is not in the TPR. The TPR indicates that there is no parking on the south side between the curve and Elm Street, which is not posted.

Mr. Koses said that Border Street is a local street, with approximately three homes and two homes on Harvey Place, a private road.

One email was received supporting this request, on file. Mr. Koses opened the discussion to members of the public who were present. Approximately ten merchants and residents spoke expressing their concerns, requests and suggestions.

Concerns

Some merchants said that it appears employees and merchants are parking up Border Street. Commuters have the tendency to park towards Harvey Place, closer to the MBTA. It is difficult entering and exiting driveways due to vehicles parking on both sides of the street, it is especially difficult for tractor-trailers making deliveries. A merchant asked if the Dance Studio had an off-season.

Requests/Suggestions:

One merchant requested the City study the whole parking proposal because this request would impact all businesses. Merchants requested maintaining the two 30-minute loading zones to accommodate deliveries. Merchants suggested that the Police Department enforce vehicles parking at the intersection of Border and Elm Streets. A suggestion was made requesting Ms. Langione to start dance classes at different times. Most merchants and residents did not oppose this docket request and agree safety is a concern.

Ms. Langione answered that dance classes begin at different times of the day. Classes are in session for 180 days, 5 days per week. Classes are not held on weekends and summer months. The four-hour parking restriction is necessary to accommodate safe student drop offs/pickups because there are four parking spaces in front of #35 Border Street. Three classes per day, each have twelve students. Approximately twelve vehicles arrive at the same time for each class. Ms. Langione then suggested a three-minute load only zone. Sgt. Babcock opposed, as it is impractical.

Ald. Hess-Mahan said that this item was docketed due to children's safety concerns. He agreed with the merchants and said that Border Street is narrow making it difficult to enter and exit driveways and agrees the loading zones should remain. He then said that he has observed commuters parking up the street perhaps due to the MBTA charging a \$4.00 per day fee. He has observed approximately ten cars utilizing the two MBTA parking lots.

Ald. Ciccone suggested eliminating the "no parking" restriction on Border Street, south side to provide businesses relief. Sgt. Babcock stated that it is not acceptable to drop off/pickup children in the middle of a street as the photos prove. Cars double-park making it difficult, especially for emergency vehicles. It is necessary to maintain safe access and travel for emergency vehicles; this cannot be accomplished when vehicles are double-parking. He agrees that regulations and enforcement are necessary. Council members agree with Ms. Langione's proposal of having parking monitors from 2pm to 6pm. Mr. Koses suggested making Border Street a one-way street. He then suggested creating an additional zone between the two 30-minute loading zones. Sgt. Babcock opposed these suggestions. Mr. Koses then suggested creating a trial of a Live Parking Zone, 2pm to 6pm, Monday through Friday. He then stated that the signs cannot indicate School Days because the studio is not located near a school, the signs may be confusing to drivers. Sgt. Babcock agreed and suggested they read Monday through Friday.

Merchants did not agree with making Border a one-way street because of the size of the vehicles that enter Border Street from all directions.

Mr. Baxter made the above motions. Council members agreed 5-0. Mr. Baxter said that the Department Public Works would replace the “faded” signs on Border Street. Sgt. Babcock stated that the Police Department would enforce vehicles parking in the Live Parking Zone during the trial and would issue tickets if necessary. Mr. Koses said that the two approved items (numbers 1 and 2) may be appealed through the close of business March 20, 2013.

TC25-12 KHAYAM SHAUKAT, 214 Concord Street #B, requesting a 3-way Stop Sign at the intersection of Hagar and Concord Streets. (Ward 4) [06/08/12 @ 12:27 PM]

ACTION: **DENY 5-0.**
This item may be appealed through the close of business March 20, 2013.

NOTE: The petitioner did not attend tonight’s discussion.

Mr. Baxter provided Council members with the existing conditions, existing intersection volumes and stop sign traffic warrants. Mr. Baxter said that the recently constructed fence on the north corner of the intersection blocks intersection sight distance from cars turning from Hagar Street to Concord Street. The existing stop sign, crosswalk, and handicap ramps meet current standards. There have been no reported crashes in 2012.

In November 2011, Traffic Council approved traffic calming measures for Concord Street. Fiscal Year 2010 appropriation is \$97,556. Remaining funds appropriated are \$34,400 to be used for traffic calming. The design of traffic calming elements is pending. Mr. Baxter then stated that the request for a 3-way Stop Sign at this location does not meet all of the criteria in the engineering study of the Manual on Uniform Traffic Control Devices (MUTCD) warrants.

Mr. Koses opened the discussion to members of the public who were present. Approximately three residents spoke expressing their concerns, requests and suggestions. Norman Seaman of the Lower Falls Improvement Association said that this intersection was included in the Association’s study. At that time, issues included vehicles speeding onto Hagar Street and the width of Hagar Street is too wide for pedestrians to cross safely. A recommendation was made to construct an island or roundabout promoting safety, better site distance and to move vehicles.

Concerns:

Residents stated that it is necessary to increase site distance. They are concerned with speed, traffic backups, the increase number of vehicles parking on Concord Street and pedestrian safety. Residents do not feel a stop sign would rectify the issues. They are also concerned with the proposed Riverside Project and the impacts it may bring to this location.

Requests/Suggestions:

Residents suggested eliminating parking spaces on Concord Street, close to Hagar Street to improve sight distance near the intersection. A suggestion was made to create a bump out on the even side (cemetery side) of Concord Street to shorten the crosswalk distance. It is necessary to improve vehicle operations at this intersection and request traffic calming measures are implemented at this location.

Ald. Sangiolo said that Concord and Hagar Streets are used as cut-through streets; drivers want to avoid the traffic signal at Washington and Concord Streets. She is also concerned if the Riverside Project would impact the neighborhood. Ald. Harney said that he feels a 3-way Stop Sign would benefit the area or rectify the issues. He suggested squaring off the intersection. He then asked if Riverside Mitigation funds could be used benefiting the intersection.

Mr. Koses stated that in November 2011 Traffic Council approved up to four raised devices on Concord Street. The project scope is to construct two speed tables and one raised crosswalk. The design needs to be completed before docketing an item before Public Facilities Committee.

Mr. Baxter stated that the Department Public Works would administratively post a No Parking 50 feet restriction from the intersection.

Ald. Sangiolo recommends Hagar Street intersection be included in the four traffic calming measures approved by Traffic Council. It is a safety concern. Mr. Baxter and Mr. Koses agreed.

Mr. Seaman said that the Lower Falls Improvement Association recommends four safety elements separate from the Hagar Street intersection. He then said that drivers would have the tendency to speed to make up lost time. Speed table devices should be spaced approximately 650' apart on Concord Street when installed.

Mr. Koses made the motion to deny this item because it does not meet the MUTCD warrants. Council members agreed 5-0. Mr. Koses said that this item may be appealed through the close of business March 20, 2013.

TC51-12 DAVID KOSES, on behalf of Hancock Street residents requesting removal of existing handicap parking space near 103-107 Hancock Street. (Ward 4)
[12/27/12 @ 1:43 PM]

The Newton Commission on Disability voted unanimously on 01/14/13, to recommend to the Traffic Council on removing the HP space and sign on Hancock Street.

ACTION: APPROVE 5-0.

This item may be appealed through the close of business March 20, 2013.

NOTE: Mr. Koses said that the Newton Commission on Disability voted unanimously in January recommending to Traffic Council on removing the handicap parking space and sign on Hancock Street.

Mr. Baxter provided Council members with background information. He said that this item was docketed due to a resident no longer requiring a handicap parking space. Recent communication with the current homeowner indicates that they will once again require the use of the handicap parking space. Therefore, Mr. Baxter recommends no action necessary.

Mr. Koses said that this evening, he received an email from the current homeowner now supporting the removal of the handicap parking space. Ald. Sangiolo requested that Mr. Koses

forward the email to her. Two emails supporting the removal of this handicap parking space, on file.

Mr. Koses made the motion to approve the removal of the handicap parking space. Council members agreed 5-0. Mr. Koses said that this item may be appealed through the close of business March 20, 2013.

TC34-12 JOHN STELLA, 1663 Washington Street, requesting a “Truck Exclusion” on Washington Street between Exit 16 of the Massachusetts Turnpike and Exit 21 of Route 95 (128). The ban excludes City of Newton trucks, residential moving vans and trucks conducting business at Golden Nursing Home. (Wards 3 & 4) [08/22/12 @ 11:21 AM]

ACTION: APPROVE 3-1-1 (Koses opposed, Baxter abstained). Request that staff submit a petition to the Massachusetts Department of Transportation to request a heavy commercial vehicle exclusion on Washington Street between Exit 16 of the Massachusetts Turnpike and Exit 21 of Route 95 (128), between the hours of 12:00 AM and 5:00 AM. This item may be appealed through the close of business March 20, 2013.

NOTE: Mr. Stella said that he docketed this item because Washington Street has become a ‘highway’ due to the significant additional traffic, especially trucks since the state has increased the tolls on the Massachusetts Turnpike. Tractor-trailers and tankers are using Washington Street 24 hours per day, 7 days per week. Homes are shaking, trucks are damaging the street, sewers cannot be cleaned due to shifting, trees are dying and electric wires are sagging. He is concerned with fires, trucks having accidents and safety. Mr. Stella then provided a project dated 2007 for Route 30 to Perkins Street, on file. The project indicates the proposed design will be to construct the following:

- ADA compliant sidewalks and wheel chair ramps.
- New roadway pavement surface.
- Limited roadway widening 4’ shoulders from Auburn Street to Perkins Street.

Mr. Koses opened the discussion to members of the public who were present. Approximately three residents spoke expressing their concerns, requests and suggestions.

Concerns:

Residents agree that cars and pedestrian safety is necessary. They are concerned with the vast amount of tractor-trailers traveling on Washington Street and feel drivers are using Washington Street as a cut-through street. They then said that since the toll was eliminated in West Newton, the City has lost significant revenue.

Requests/Suggestions:

Residents suggested excluding certain types of vehicles. They are hopeful the state will provide relief.

Mr. Stella then asked when funds would be allocated to repair Washington Street. Ald. Ciccone suggested he speak with the mayor regarding the funding. Mr. Stella answered that he has spoken with the mayor and Rep. Khan to no avail. Ald. Ciccone then said that he would speak with requesting the funding and request the tolls be re-instated.

Mr. Baxter provided Council members with his presentation and said that the average daily traffic is 26,000 vehicles travelling on Washington Street per day. He then said that the speed limit on Washington Street is 35 miles per hour. 85% of drivers travel at least 35 miles per hours. Mr. Baxter then explained that MassDOT has a truck exclusion policy as follows:

MassDOT Policy

The policy states that numbered routes are ineligible for heavy commercial vehicle exclusions, per Board of Commissioners dated November 22, 1995. Mr. Baxter said that Washington Street is a numbered route and the state unfortunately would not approve a truck exclusion.

Sgt. Babcock said that he is sympathetic with residents' concerns and a stated that a solution is necessary. He asked if the state would approve an hourly exclusion; consider reducing the speed limit or excluding certain types of vehicles. Mr. Baxter answered that the City would have to follow state guidelines and apply to the state requesting the speed limit be reduced.

Mr. Koses said that it appears drivers are using Washington Street as a cut-through, avoiding the tolls. If tolls were to be reinstated in West Newton, the expectation is that cut-through traffic would continue to Newton Corner in order to avoid paying tolls. Council members agree and feel sympathetic to the residents. Mr. Grafe said that he supports this item and an exemption to MassDOT's policy is necessary. Suggestions were made to have the City's Law Department review MassDOT's truck exclusion policy to determine if any exclusions can be considered, discussion with the mayor regarding the funding and tolls be re-instated in order to improve Washington Street. Mr. Koses was opposed to submitting a petition to the Massachusetts Department of Transportation to request a heavy commercial vehicle exclusion on Washington Street because we already clearly know that the request would be denied, per MassDot policy.

Sgt. Babcock recommends as a temporary relief to enforce speed limits on Washington Street. Council members agreed. Ald. Sangiolo supports Sgt. Babcock recommendation and requests this item be approved to provide relief to the residents.

Mr. Grafe made the motion to approve a request that the City submit a petition to the MassDOT requesting a heavy commercial vehicle exclusion on Washington Street between Exit 16 of the Massachusetts Turnpike and Exit 21 of Route 95 (128), between the hours of 12:00 AM and 5:00 AM. Council members agreed 3-1-1, Mr. Koses opposed, Mr. Baxter abstaining. Mr. Koses said that this item may be appealed through the close of business March 20, 2013.

DISCUSSION ITEM: Discuss and vote on Traffic Council Policy #4: Traffic Council Meeting Times and Dates.

ACTION: **ADOPT POLICY 5-0.**

NOTE: Mr. Koses distributed the policy to Council members. The Transportation Advisory Group (TAG) developed and approved this policy to assist Traffic Council members in scheduling their meeting times and dates. The policy intends to provide guidance to the public, Board members, and staff as it affects projects or proposals they may consider. All people involved will be notified well in advance of a scheduled meeting. He then said that the Public Safety & Transportation Committee approved this policy in January 2013.

Council members did not have questions or concerns regarding the policy. Mr. Koses made the motion to adopt this policy. Council members agreed 5-0.

Respectfully submitted,

David Koses, Traffic Council Chair



Traffic Council
 City of Newton
 February 28, 2013

Agenda

1. **Discussion Item:** Discuss and vote on Traffic Council Policy #4: Traffic Council Meeting Times and Dates
2. **TC1-13:** Ald. Fischman & David Koses requesting a review and addition of stop signs at the intersections of Dudley Road, Baldpate Hill Road, and Brookline Street.
3. **TC22-12: Held for Trial (3-0) on 11.15.12** Gerald Cohen requesting a 2 hour parking restriction 8 AM to 10 AM weekdays on Larchmont Avenue.
4. **TC33-12:** Jake Rosenthal requesting "Resident Parking Only" on Harrison St.
5. **TC40-12:** Ald. Salvucci on the behalf of Joanne Langione Dance Center requesting "No Parking 2 PM - 6 PM Mon-Fri" on Border Street to facilitate pickup/drop-off.
5. **TC25-12:** Khayam Shaukat requesting a 3-way stop sign at the intersection of Concord Street at Hagar Street.
6. **TC51-12:** David Koses requesting the removal of existing handicap space near 103-107 Hancock Street.
7. **TC34-12:** John Stella requesting a "Truck Exclusion" on Washington Street between Exit 16 of the Massachusetts Turnpike and Exit 21 of Route 95 (128). The ban would exclude City of Newton trucks, residential moving trucks, and trucks conducting business at Golden Nursing Home.

2.28.13 2 Traffic Council

TC1-13

 3 
 Dudley Road/Baldpate Hill Road at Brookline Street
 Review of Stop Signs & Pavement Markings

2.28.13 Traffic Council

Site History

TC1-13

- ❖ Previously discussed at Traffic Council under item TC8-11 – November 17, 2011
- ❖ Discussion of changes to stop sign configuration, however ultimately no action taken
- ❖ Recent review of Traffic and Parking Regulations indicated that two of the three existing stop signs are not documented
- ❖ First stop sign on Dudley Road was removed by staff as it was not legal nor necessary

2.28.13 4 Traffic Council

Previous Configuration	TC1-13
2.28.13	Traffic Council

Recommendations — Dudley Road	TC1-13
	<ul style="list-style-type: none"> ❖ First stop sign recently removed <ul style="list-style-type: none"> ▪ Consistent with driver expectation ▪ Eliminates double stop ❖ Recommend taking no action <ul style="list-style-type: none"> ▪ Maintain one stop sign on Dudley Road
2.28.13	Traffic Council

Recommendations — Baldpate Hill Rd	TC1-13
	<ul style="list-style-type: none"> ❖ Baldpate Hill Road requires a stop sign at Brookline Street <ul style="list-style-type: none"> ▪ Maintains safe intersection operations ▪ Consistent with driver expectancy of stop control on minor street ❖ Recommend making existing stop sign permanent.
2.28.13	Traffic Council

<h1 style="margin: 0;">TC22-12</h1> <p style="margin: 0;">Larchmont Avenue Requesting Parking Restrictions</p>
2.28.13
Traffic Council

Background Information	TC22-12
<p>❖ Previous Observations:</p> <ul style="list-style-type: none"> ▪ Concern from residents regarding commuter parking for Waban Station ▪ MBTA parking lot on Wyman Street charges \$6.00, parking 100% utilized. ▪ Field observations documented between 9 and 13 cars parked on the north leg of Larchmont Street (other segments typically not occupied) ▪ Vehicles mostly parked on the eastern end of Larchmont Street along both sides <p>❖ Trial Results:</p> <ul style="list-style-type: none"> ▪ Residents have indicated that commuter parking has ceased completely ▪ Observations indicate only scattered parking, likely short term resident parking only 	
11/15/2012	9 Traffic Council

Site Photos	TC22-12
Before	After
11/15/2012	10 Traffic Council

Parking Map	TC22-12
11/15/2012	11 Traffic Council

<h1 style="margin: 0;">TC33-12</h1> <p style="margin: 0;">12</p> <p style="margin: 0;">Harrison Street</p> <p style="margin: 0;">Request for Resident Only Parking</p>	
2.28.13	Traffic Council

Background Information	TC33-12
<ul style="list-style-type: none"> ❖ Harrison Street is located approximately 150 feet from the MBTA Green Line – Eliot Station ❖ MBTA parking lot on charges \$6.00, parking 100% utilized. ❖ In field observations, it did not appear that any commuters were parking on Harrison Street <ul style="list-style-type: none"> ▪ Observations were taken while snow banks narrow the effective width of the roadway ❖ Recent additional comments from residents indicate that they would like to extend the existing 2-hour parking zone down past house #15 ❖ Street width: 23' 	
2.28.13	13 Traffic Council

Parking Map	TC33-12
<p style="text-align: center;">Legend</p> <ul style="list-style-type: none"> — No Parking — 2 Hour Parking T Green Line Station 	
2.28.13	14 Traffic Council

Site Photos	TC33-12
2.28.13	15 Traffic Council

<h1 style="margin: 0;">TC40-12</h1> <p style="margin: 0;">∞ 16 ∞</p> <p style="margin: 0;">Border Street</p> <p style="margin: 0;">Request for Afternoon Parking Restriction</p>	
2.28.13	Traffic Council

Background Information	TC40-12
<ul style="list-style-type: none"> ❖ Langione Dance Center generates large number of pickup and dropoff trips for parents of young children ❖ Parking on Border Street heavily utilized by commuters, employees of adjacent businesses, and customers of adjacent businesses ❖ Adjacent businesses have designated 30 minute loading zones ❖ Existing parking restrictions posted on Border Street inconsistent with Traffic & Parking Regulations <ul style="list-style-type: none"> ▪ No parking posted on south side of roadway for 250' along the curve east of Harvey Place is not in regulations ▪ Regulations indicate no parking on south side between the curve and Elm Street – not posted ❖ Roadway width: 32' 	
2.28.13	17 Traffic Council

Parking Map	TC40-12
2.28.13	18 Traffic Council

Site Photos	TC40-12
2.28.13	19 Traffic Council

<h1 style="margin: 0;">TC25-12</h1> <p style="margin: 0;">20</p> <p style="margin: 0;">Concord Street at Hagar Street</p> <p style="margin: 0;">Request for All-Way Stop</p>	
2.28.13	Traffic Council

Existing Conditions	TC25-12
<ul style="list-style-type: none"> ❖ Recently constructed fence on north corner of intersection blocks intersection sight distance for cars turning from Hagar Street to Concord Street. ❖ Existing stop sign, crosswalk, and handicap ramps meet current standards. ❖ No reported crashes in 2012 ❖ Traffic calming measures for Concord Street approved by Traffic Council November 2011 <ul style="list-style-type: none"> ▪ Fiscal Year 2010 Appropriation \$97,556 ▪ Remaining funds: \$34,400 – to be used for traffic calming ▪ Design of traffic calming elements pending 	
2.28.13	21 Traffic Council

Existing Intersection Volumes	TC25-12
<p>Morning Peak Hour Afternoon Peak Hour</p>	
2.28.13	22 Traffic Council

Stop sign traffic warrants	TC25-12
<p><i>The following criteria should be considered in the engineering study for a multi-way STOP sign installation:</i></p> <ul style="list-style-type: none"> A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal. B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. C. Minimum volumes: <ol style="list-style-type: none"> 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2. D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition. 	
2.28.13	23 Traffic Council

Site Photos	TC25-12
2.28.13	24 Traffic Council


51-12

25
103-107 Hancock Street
Removal of Handicap Parking Space

2.28.13 Traffic Council

Background information **51-12**

- ❖ Item docketed due to resident no longer requiring handicap parking.
- ❖ Recent communication with resident indicates that they will once again require the use of a handicap parking space in the near future
- ❖ Recommend taking no action.



2.28.13 26 Traffic Council

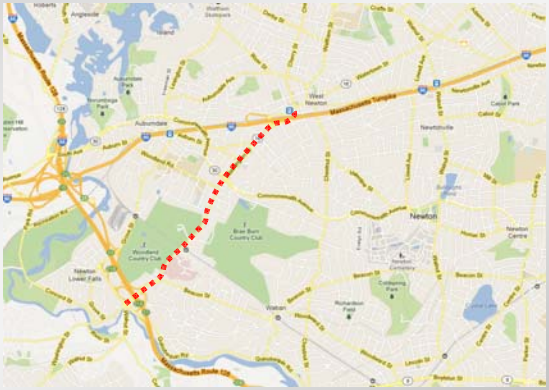
TC34-12

27
Washington Street
Request for Truck Exclusion

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Corridor Map **TC34-12**

MassDOT Policy
Numbered routes are ineligible for heavy commercial vehicle exclusions, per Board of Commissioners, November 22, 1995.



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